

Message Text

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51

ACTION EUR-12

INFO OCT-01 ISO-00 INRE-00 SSO-00 NSCE-00 USIE-00 CIAE-00

DODE-00 PM-03 H-01 INR-07 L-02 NSAE-00 NSC-05 PA-01

RSC-01 PRS-01 SP-02 SS-15 SAJ-01 ACDA-05 IO-10 NIC-01

EB-07 FAA-00 DOTE-00 /075 W
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O R 311238Z JAN 75 ZFF 4

FM AMEMBASSY BONN

TO USMISSION USBERLIN IMMEDIATE

INFO SECSTATE WASHDC IMMEDIATE 7623

AMEMBASSY LONDON

AMEMBASSY MOSCOW

AMEMBASSY PARIS

CINCEUR VAIHINGEN

CINCUSAFE RAMSTEIN

CINCUSAREUR HEIDELBERG

C O N F I D E N T I A L BONN 01700

E.O. 11652: GDS

TAGS: PGOV, WB, US, UK, UR, FR

SUBJECT: SOVIET REQUEST RE INTERFLUG FLIGHT IN BERLIN
CONTROL ZONE

REF: (A) USBERLIN 168; (B) STATE 22602

1. AT TRIPARTITE MEETING JANUARY 30 WITH PARTICIPATION
OF US, UK, AND FRENCH CAA'S, SUBJECT REQUEST AND PRO-
POSED RESPONSE CONTAINED PARA 5 REFTEL WAS DISCUSSED.

2. CHANGES IN TEXT WERE RECOMMENDED BY FRENCH AND
UK REPS FOR FOLLOWING REASONS:

A. RATHER THAN "WESTERN AUTHORITIES" WHICH
GIVES RESPONSE ON TECHNICAL MATTERS THE APPARENT
CHARACTER OF A GOVERNMENTAL POSITION SUBSTITUTE
"THREE CHIEF CONTROLLERS OF THE WESTERN ELEMENT;"
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B. FOR PURPOSES OF THE RECORD, IN THE ABSENCE

OF A DESCRIPTION OF WHERE THE INTERFLUG FLIGHT
WOULD ORIGINATE AND TERMINATE, INSERT "LOCAL" BETWEEN
"PROPOSED" AND "INTERFLUG;"

C. IN ORDER TO AVOID APPARENT DIVISION OF BCZ
IN CONNECTION WITH GRANT OF GUARANTEE OF FLIGHT
SAFETY, RESPONSE SHOULD READ "FLIGHTS IN THE
BERLIN CONTROL ZONE OVER MARZAHN AND BIESDORF
REGIONS ; AND

D. IN VIEW OF SOVIET DESCRIPTION OF PHOTOGRAPHY
"OF THE GDR CAPITAL" REFER TO FLIGHTS AS BEING OVER
STATED REGIONS "OF THE SOVIET SECTOR OF BERLIN."

3. IN LIGHT OF ABOVE SUGGESTIONS WE PROPOSE THAT
RESPONSE READ AS FOLLOWS:

BEGIN TEXT

WITH REGARD TO YOUR STATEMENT OF JANUARY 28,
I AM AUTHORIZED ON BEHALF OF THE THREE CHIEF CON-
TROLLERS OF THE WESTERN ELEMENT TO STATE THAT A
GUARANTEE OF FLIGHT SAFETY CAN BE MADE FOR THE
PURPOSE OF INTERFLUG FLIGHTS IN THE BERLIN CONTROL
ZONE OVER THE MARZAHN AND BIESDORF REGIONS OF THE
SOVIET SECTOR OF BERLIN TO ALTITUDES OF 1100-3200
METERS PROVIDED THAT RADIO CONTACT IS MAINTAINED
BETWEEN THE BERLIN CENTER (BARTCC) AND THE INTER-
FLUG AIRCRAFT ON AN APPROPRIATE FREQUENCY AS
SUGGESTED IN THE LAST SENTENCE OF YOUR STATEMENT."
END TEXT

4. UK REP HAD SUGGESTED THAT REFERENCES TO BARTCC
CONTROL SHOULD BE REPLACED BY REQUIREMENT THAT
INTERFLUG FLIGHT MERELY "LISTEN OUT" TO BARTCC IN
ORDER TO AVOID FLAT SOVIET REFUSAL TO PLACE FLIGHT
UNDER BARTCC CONTROL. EMB CAA TOOK FIRM POSITION
THAT CONSIDERATIONS OF FLIGHT SAFETY REQUIRED MORE
THAN PASSIVE APPROACH SUGGESTED BY UKEP.
BRITISH CAA CONCURRED THAT THE EAST GERMAN AIR-
CRAFT'S ACKNOWLEDGEMENT OF BARTCC INSTRUCTIONS
WOULD GREATLY ENHANCE FLIGHT SAFETY. BRITISH,
THEREFORE, ACCEPTED ORIGINAL US BER WORDING IF WD
"CONSTANT" WAS DROPPED, WHICH IN ANY CASE, WAS
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REDUNDANT IN THEIR VIEW. THEY REMAINED OPPOSED
TO ANY ALLIED STATEMENT REQUIRING THAT AIRCRAFT
LEAVE SCHOENEFELD CONTROL FOR REASON STATED ABOVE.

5. UPON RECEIPT OF REFTEL B JANUARY 31, WE ONCE
AGAIN URGED BRITISH EMB TO ACCEPT US PROPOSAL THAT
RESPONSE SHOULD INDICATE CLEARLY THAT FLIGHT SHOULD
COME UNDER BARTCC CONTROL. IN VIEW TIMING ON THIS

PROBLEM WE BELIEVE THAT FINAL TEXT OF RESPONSE
SHOULD BE WORKED OUT BY MISSION IN BERLIN.
HILLENBRAND

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